

## CHAPTER 2. SPECIFIC TYPES OF INSPECTIONS

### SECTION 20. SURVEILLANCE OF THE FEDERAL AVIATION ADMINISTRATION FLIGHT PROGRAM

**487. BACKGROUND.** The Federal Aviation Administration (FAA) is aligning the operation and maintenance of FAA aircraft with that of certificated Federal Aviation Regulations (FAR) Part 135 air carriers. This effort is the result of an increased emphasis on the safe operation of FAA aircraft. The System Safety Survey, which was conducted at the request of the Director of the Office of Aviation Systems Standards (AVN-1) and the Associate Administrator for Aviation Standards (AVS-1), alerted the FAA to this need within FAA flight programs. This section outlines for inspectors the operational and surveillance responsibilities of the FAA Flight Program.

**489. THE FAA FLIGHT PROGRAM.** The FAA manages a large fleet of aircraft in support of six agency missions. There are 17 separate FAA headquarters, regional, and center organizations with over 100 field offices conducting agency flight operations and operating numerous makes and models of aircraft. Over 300 maintenance and ground support personnel work to support and maintain the FAA's fleet of leased and owned aircraft.

*A. Four Groups.* The operation of FAA aircraft is divided between four organizations because of the diversity of each group's mission, operations, goals, and objectives. Each organization maintains a standardized maintenance, operations, and training program. The four groups are as follows:

- Flight Inspection Area Offices (FIAO)
- Washington Flight Program, Washington, D.C.
- The FAA Technical Center, Atlantic City, New Jersey
- The Regional King Air and Aircraft Rental Program

*B. Aircraft, Manuals, and Inspections.* The fleet includes both owned and leased aircraft; the vast majority of regional aircraft are obtained through the rental program. A single general maintenance manual (GMM) covers the FAA's owned and leased aircraft fleet with a separate maintenance and inspection pro-

gram for each type of aircraft. This applies only to agency-owned and leased aircraft.

#### **491. RESPONSIBILITIES.**

##### *A. General.*

*(1) Office of Aviation Systems Standards (AVN).* The Executive Director of Aircraft Operations (AVN-1AEO) is responsible for the management and oversight of the operation and maintenance of FAA aircraft. AVN-1AEO is assigned the task, within the AVN complex, of providing internal evaluation and auditing of regulatory standards for the operation and maintenance of FAA aircraft. Each organizational participant of the FAA flight program is responsible for operating in compliance with its manuals and procedures.

*(2) Flight Standards Service.* The Dallas/Fort Worth Certificate Management Office (DFW CMO) is delegated the responsibility by the Flight Standards Service for ensuring regulatory compliance of the FAA Flight Program. FAA Order 4040.24, "Operational Standards for FAA Aircraft," states that the Flight Standards Service is responsible for the following:

- Oversight and supervision of an inspection and surveillance program equal to that of an equivalent air carrier
- Ensuring compliance with the same regulatory standards for which an equivalent air carrier is responsible

**NOTE: Exemptions and deviations (other than those authorized in FAA Order 8400.10) from regulatory requirements shall be approved by the Director of Flight Standards Service (AFS-1).**

*B. Manuals.* The manuals used for operations, training, and maintenance of FAA aircraft were created as a result of regulatory reviews of FAR Part 135. All aircraft operated in the FAA Flight Program shall be maintained in accordance with the approved maintenance program requirements.

*C. Regulatory Reviews.* If the FAR or administrative policies regarding the FAA Flight Program are amended, regulatory reviews shall be conducted by the DFW CMO with participation by the AVN-1AEO staff. Applicable rules shall be incorporated into the appropriate manuals and programs.

*D. Surveillance.* Flight Standards shall conduct surveillance of FAA Flight Program participants in accordance with this order and with the following FAA Orders (as amended): 4040.24; 1800.56, "Administration of Aviation Standards Activities--Program Guidelines"; 8000.49, "Flight Standards District Office Geographic Area Responsibility Concept"; and the "General Operations Manual" (TI 4040.50). The DFW CMO's surveillance responsibilities are equal to those of a certificate-holding district office (CHDO).

*E. Findings and Observations During Surveillance of FAA Aircraft and Flightcrews.* Flight Standards inspectors shall bring findings or significant observations to the attention of the DFW CMO at the address that follows. In matters concerning flight safety, inspectors shall immediately notify the flightcrew and the CMO.

DFW Certificate Management Office  
Attn: Manager, CMO  
1205 Royal Lane  
P. O. Box 612647  
DFW Airport, TX 75261  
Commercial 214-574-5924  
FAX 214-574-5967  
FAA.MAIL DFW.CMO

**NOTE: Future development of manuals, programs, and revisions shall be coordinated between AVN-1AEO and the DFW CMO for review, comment, acceptance, or approval, as appropriate, before implementation.**

#### **493. INSPECTOR CONDUCT AND ACTION.**

Operations, airworthiness, and avionics inspectors should employ standard surveillance procedures when conducting inspections of the participants in the FAA Flight Program. Inspectors shall review FAA Order 4040.24 and 8400.10, volume 6, chapter 2, section 2, "Ramp Inspections," when conducting a ramp inspection of FAA aircraft and flightcrews. Because of the unique interior configuration of the FAA flight inspection aircraft, inspectors will not conduct en route inspections on FAA aircraft that are configured without an appropriate cockpit observer seat.

A. The inspector conducting surveillance must always be prepared to present identification.

B. When inspectors conduct surveillance, they should use tact and discretion when dealing with the flightcrews, maintenance personnel, or management personnel. The inspector should also consider the flight schedule and flight mission of the operation being inspected.

C. Surveillance by the inspector should include compliance with the applicable manuals, proper execution of airman certificate privileges, and aircraft airworthiness.

D. Personnel assigned to the FAA Flight Program are required by FAA policy and directives to comply with the procedures outlined in the appropriate general operations manual (GOM) and the FAR. When operations contrary to the GOM or FAR guidelines are observed or detected during surveillance, the reporting inspector shall take action under FAA Order 2150.3A, "Compliance and Enforcement Program," when applicable. Other actions involving noncompliance with FAA policy will be handled in accordance with the established FAA personnel procedures in FAA Order 3750.4, "Conduct and Discipline." All actions shall be coordinated with the DFW CMO through the appropriate Regional Flight Standards Division (RFSO) prior to implementation.

**495. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) INPUT.** It is important for the DFW CMO to have an ongoing assessment of how the FAA Flight Program is being conducted. The PTRS will be used to track surveillance on the FAA Flight Program much like it is being used to track surveillance of FAR Part 135 operators. Inspectors shall use FAA Form 8000-36, "Program Tracking and Reporting Subsystem Data Sheet," when recording surveillance, certification, and investigation activities. The Flight Standards Automation System (FSAS) designator for the FAA Flight Program is **RU3A**.

#### **497. GEOGRAPHIC VITAL INFORMATION.**

Each FSDO that has geographic responsibility for surveillance of an FIAO, the Washington Flight Program, and the FAA Technical Center shall maintain current Vital Information Subsystem (VIS) operator files for those geographic facilities as required by FAA Order 8000.49.

**498.-504. RESERVED.**